

Page 1
Changed chart(s) since Disc 23-2009
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.
ACT PROCEDURE IDENT INDEX REV DATE EFF DATE

No revision activity since Disc 23-2009

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport URKK

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Ufn rwy 05L/23R closed for fixed wing acft.

General Info

Krasnodar, RUS
N 45° 02.1' E 39° 10.2' Mag Var: 5.5°E
Elevation: 118'

Public, IFR, Control Tower, Customs, Landing Fee
Fuel: Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 uses DST

Runway Info

Runway 05L-23R 7218' x 161' asphalt
Runway 05R-23L 9843' x 148' concrete

Runway 05L (47.0°M) TDZE 107'
Lights: Edge, ALS, TDZ
Runway 05R (47.0°M) TDZE 111'
Lights: Edge, ALS, TDZ
Runway 23L (227.0°M) TDZE 118'
Lights: Edge, ALS, TDZ
Runway 23R (227.0°M) TDZE 111'
Lights: Edge, ALS, TDZ

Communications Info

ATIS **121.8** Non-English
Krasnodar Start Tower **120.6**
Krasnodar Start Tower **118.2**
Krasnodar Ground Control **119.0**
Krasnodar West Approach Control **127.7** MF
Krasnodar East Approach Control **129.6** MF
Krasnodar East Approach Control **124.0**
Krasnodar Radar **121.3**

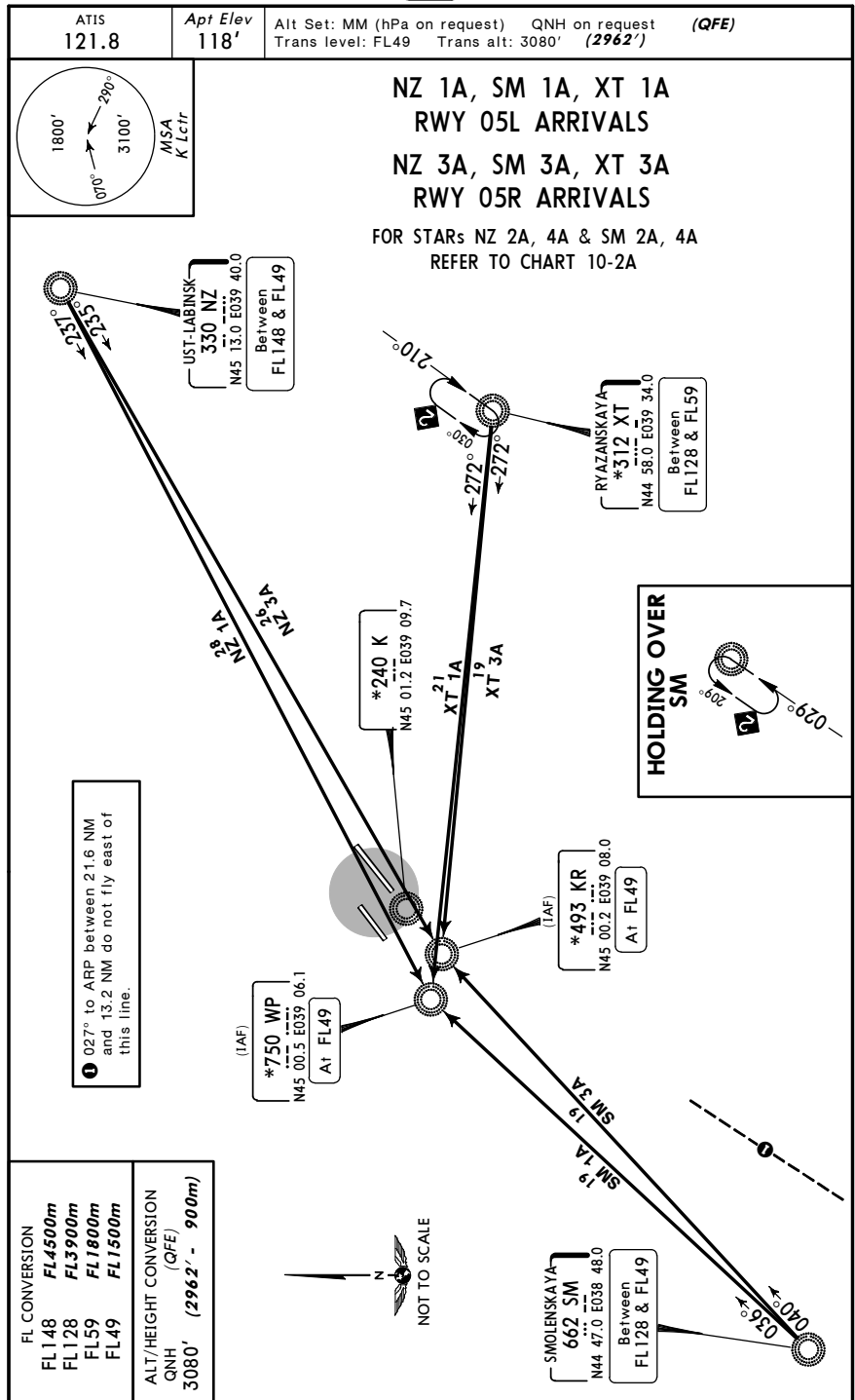
Notebook Info

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7 NOV 08 (10-2) Eff 20 Nov

KRASNODAR, RUSSIA

STAR



CHANGES: STARs completely revised.

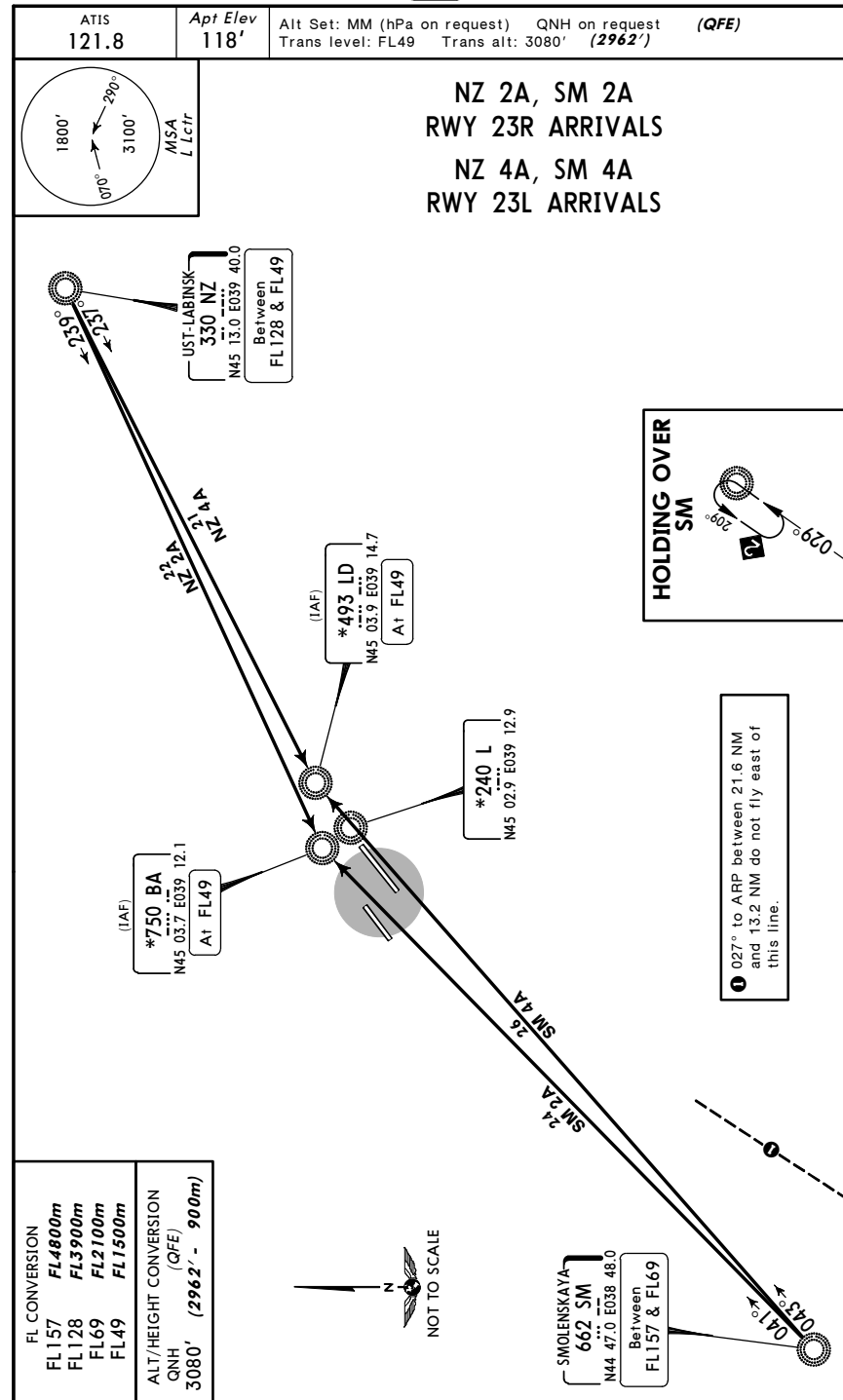
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STAR



CHANGES: STARs completely revised.

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STAR

STAR

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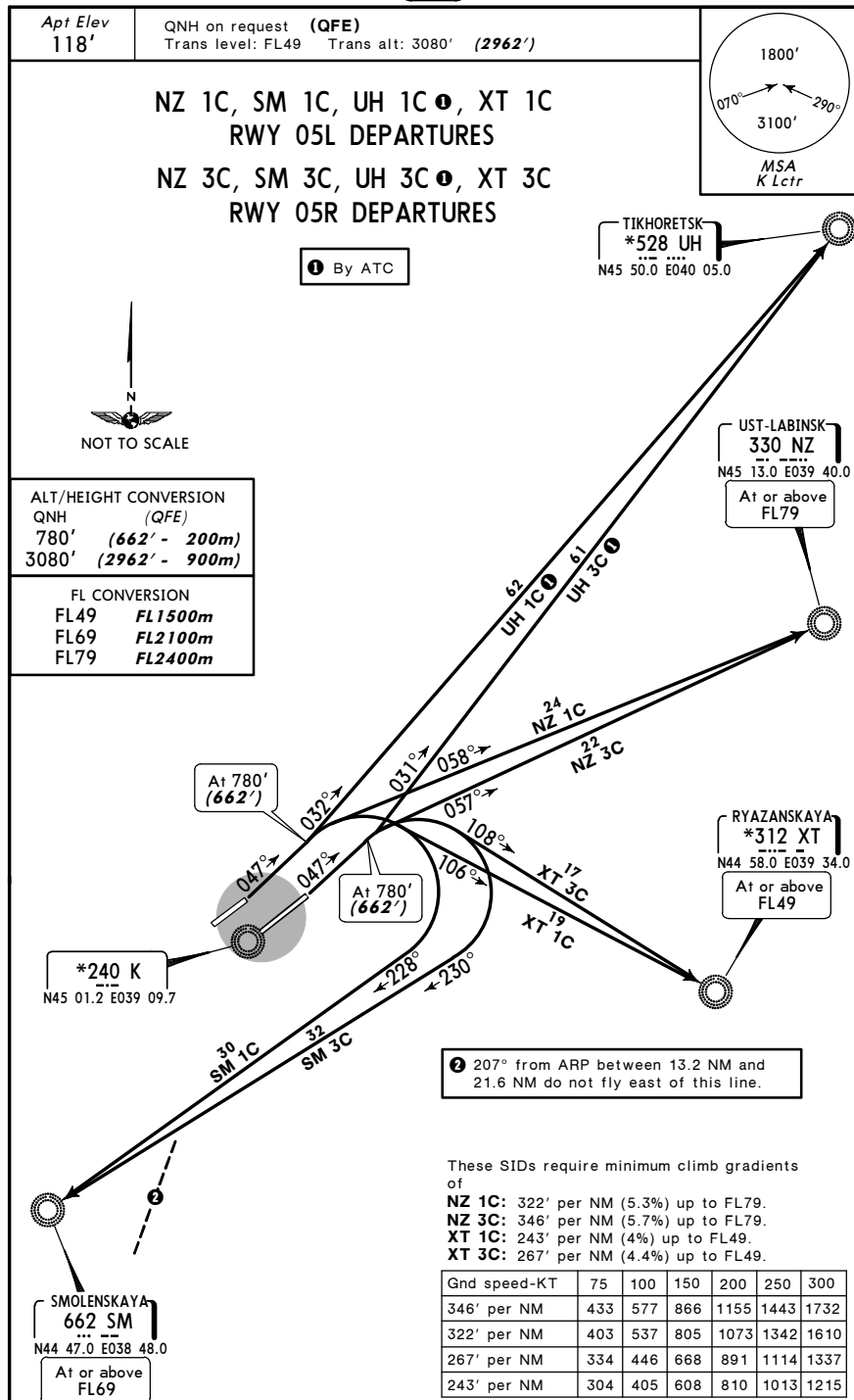
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7 NOV 08 (10-3) Eff 20 Nov

KRASNODAR, RUSSIA

SID

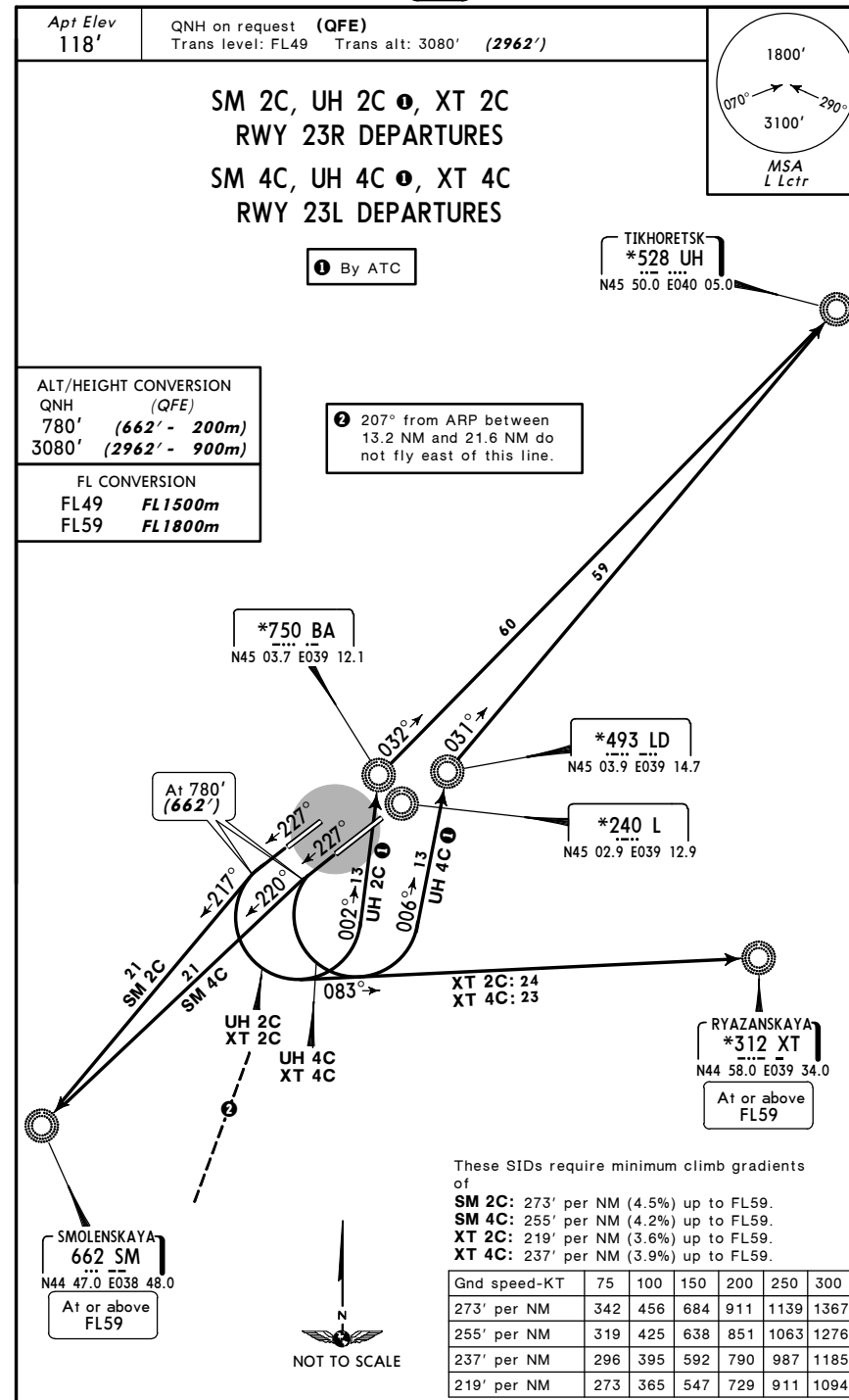


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7 NOV 08 (10-3A) Eff 20 Nov

KRASNODAR, RUSSIA

SID



KRASNODAR, RUSSIA

Noise abatement procedures during take-off and approach phases shall be carried out by crews of all aircraft. Deviation from these procedures may be permitted for flight safety reasons or if these procedures do not comply with the Airplane Flight Manual for specified aircraft.

During approach phase, all aircraft shall be operated with engines at the same power setting and with flaps set at minimum safe position.

It is recommended to use runway 05L/R when runway-in-use is runway 23 if a maximum allowable tail wind component does not exceed the restrictions established by the Airplane Flight Manual for the specific aircraft and the aircraft proceeding to land at Krasnodar/Pashkovsky AD are at a distance of not less than 54 NM. The decision on carrying out the indicated take-off variant shall be taken by a flight dispatcher. TMA exit in this case shall be executed according to charts established for the runway-in-use.

TU-154, TU-134, IL-76, IL-62 aircraft shall take-off from beginning of runway 23R. When taking-off from runway 05R/23L all Russian-made aircraft shall apply the piloting technique as in accordance with 'Noise Abatement Take-Off' section of the Airplane Flight Manual. Noise abatement shall be achieved owing to climbing after lift-off along the steepest path with subsequent chop throttling of engines to power below the nominal condition and climbing under this power at constant speed ($V_2 = 20$) and with minimum permissible gradient.

At a distance of 2.7 - 3 NM from the beginning of take-off run the crew shall throttle the engines to power providing the vertical rate of climb is 10-13'/sec and after climb of 3080'-3290' the crew shall add engines power to nominal condition and change to a normal flight profile. Other parameters of take-off technique shall be chosen according to the performance diagrams of the Airplane Flight Manual.

All Russian-made aircraft for which there is no section on noise abatement take-off in the Airplane Flight Manual relating to them, and aircraft of foreign types shall carry out take-off from runway 05R/23L using NADP 1 (ICAO Doc 8168, Vol I, Part V, Chap 3).

After take-off of aircraft from runway 05R/23L with further passing NZ, SM or XT NDB, the change to flight profile using the climb gradients recommended on SID charts shall be carried out at 4.9 NM after lift-off.

After day or nighttime take-off of TU-154, TU-134, IL-76, IL-62 and also after take-off of other aircraft in the night-time from runway 05R the turn towards XT or SM NDBs shall be carried out at 4.9 NM from runway; turn radius to SM NDB shall be no less than 2.4 NM.

Between 2200-0700 LT it is prohibited to take-off from runway 23R and to land on runway 05L.

On both runways during landing the crews, as far as possible, shall not apply reverse thrust especially in the nighttime.

KRASNODAR, RUSSIA
PASHKOVSKIY

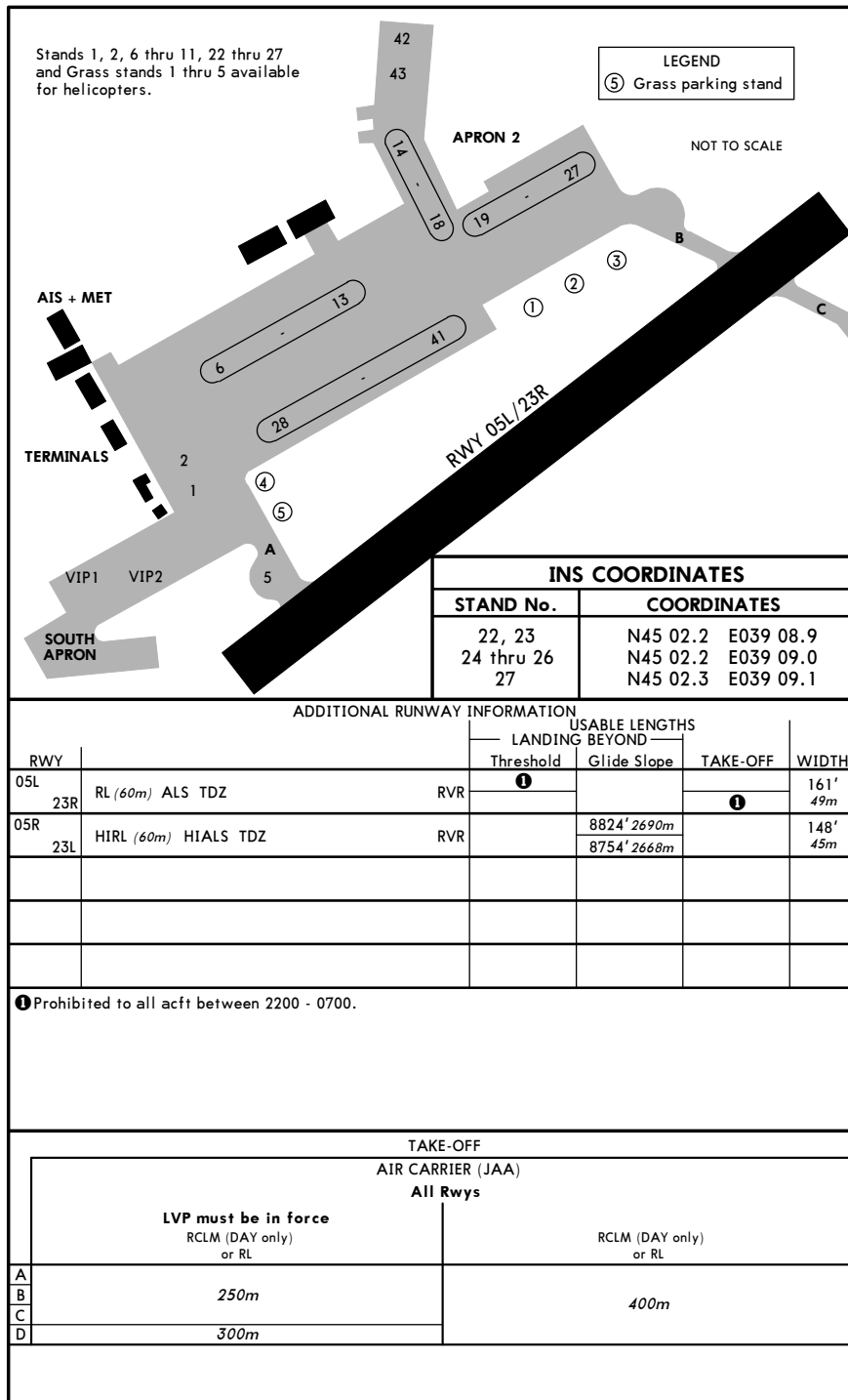
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14 MAR 08 (10-9A)

KRASNODAR, RUSSIA

PASHKOVSKIY



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7 NOV 08 (10-9X) Eff 20 Nov

JAA MINIMUMS

KRASNODAR, RUSSIA

PASHKOVSKIY

STRAIGHT-IN RWY	A	B	C	D
05L	NDB (with FAF) ALS out	550' (443') R1300m R1500m	550' (443') R1400m R1500m	NOT APPLICABLE
	NDB (w/o FAF)	820' (713') R1500m	820' (713') R1500m	NOT APPLICABLE
05R	ILS	311' (200') R550m R1000m	311' (200') R550m R1000m	311' (200') R550m R1000m
	LOC ① (Radar required) ALS out	460' (349') R900m R1500m	460' (349') R1000m R1800m	460' (349') R1400m R2000m
	2 NDB	460' (349') R900m R1500m	460' (349') R1000m R1800m	460' (349') R1400m R2000m
	KR LOM (with FAF) ALS out	480' (369') R900m R1500m	480' (369') R1000m R1800m	480' (369') R1400m R2000m
	KR LOM (w/o FAF) ALS out	810' (699') R1200m R1500m	810' (699') R1400m R2000m	810' (699') R1800m R2000m
	K LMM (with FAF) ALS out	560' (449') R900m R1500m	560' (449') R1000m R1800m	560' (449') R1400m R2000m
	K LMM (w/o FAF) ALS out	810' (699') R1200m R1500m	810' (699') R1400m R2000m	810' (699') R1800m R2000m
23L	ILS	318' (200') R550m R1000m	318' (200') R550m R1000m	318' (200') R550m R1000m
	LOC ① (Radar required) ALS out	470' (352') R900m R1500m	470' (352') R1000m R1800m	470' (352') R1400m R2000m
	2 NDB	470' (352') R900m R1500m	470' (352') R1000m R1800m	470' (352') R1400m R2000m
	2 NDB (w/o FAF) ALS out	810' (692') R1200m R1500m	810' (692') R1400m R2000m	810' (692') R1800m R2000m
	LD LOM (with FAF) ALS out	630' (512') R1000m R1500m	630' (512') R1200m R2000m	630' (512') R1600m R2000m
	LD LOM (w/o FAF) ALS out	810' (692') R1200m R1500m	810' (692') R1400m R2000m	810' (692') R1800m R2000m
	L LMM (with FAF) ALS out	630' (512') R1000m R1500m	630' (512') R1200m R2000m	630' (512') R1600m R2000m
	L LMM (w/o FAF) ALS out	880' (762') R1200m R1500m	880' (762') R1400m R2000m	880' (762') R1800m R2000m

① LMM out: NOT AUTHORIZED.

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7 NOV 08 10-9X1 Eff 20 Nov

JAA MINIMUMS
KRASNODAR, RUSSIA
PASHKOVSKIY

STRAIGHT-IN RWY		A	B	C	D
23R	NDB	480' (369')	480' (369')	NOT	NOT
	(with FAF)	R1300m	R1400m	APPLICABLE	APPLICABLE
	ALS out	R1500m	R1500m		
	NDB	810' (699')	810' (699')	NOT	NOT
	(w/o FAF)	R1500m	R1500m	APPLICABLE	APPLICABLE

TAKE-OFF RWY 05L/23R

LVP must be in Force		
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A 250m	400m	500m
B		
C	NOT APPLICABLE	
D		

TAKE-OFF RWY 05R/23L


LVP must be in Force		
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A 250m	400m	500m
B		
C 300m		
D		

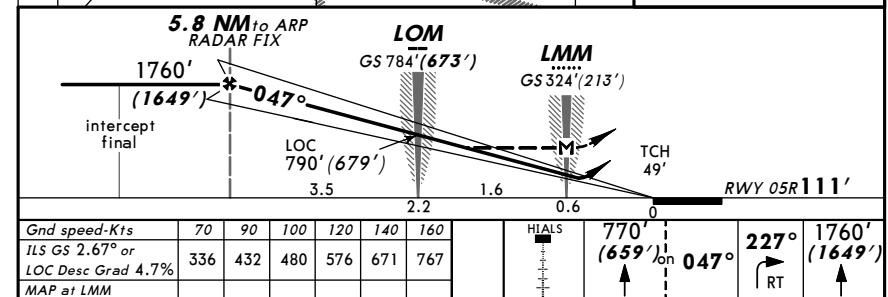
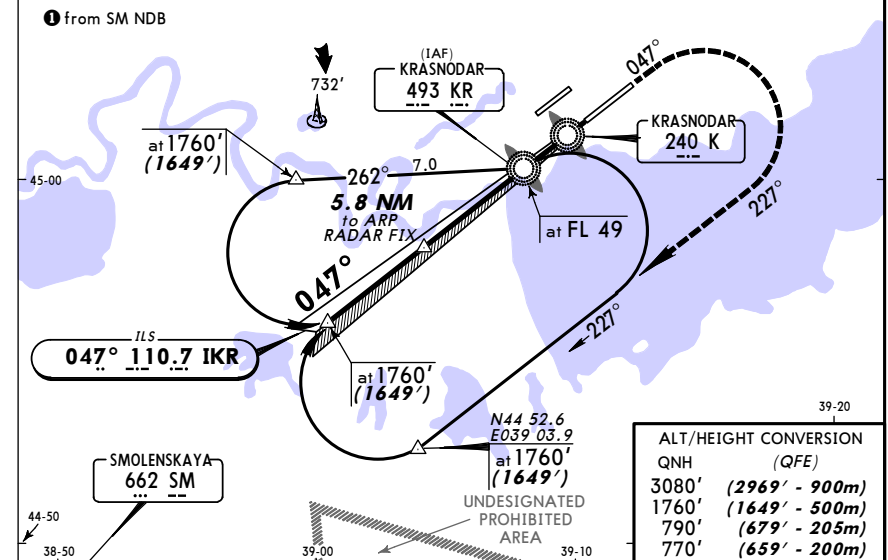
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JEPPesen
7 NOV 08 11-1 Eff 20 Nov

KRASNODAR, RUSSIA
ILS or LOC Rwy 05R

BRIEFING STRIP

ATIS	KRASNODAR (0500-1900) 010°-155° ①	Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) 155°-010° ①	KRASNODAR Radar	KRASNODAR Tower	KRASNODAR Start (TWR)	Ground
121.8	129.6	129.6	127.7	121.3	118.2	118.2	119.0
LOC IKR	Final Aptch Crs	GS LOM	ILS DA(H)	Apt Elev 118'			
110.7	047°	784' (673')	311' (200')	RWY 111'			
MISSED APCH: Climb on 047° to 770' (659'), then turn RIGHT onto 227° climbing to 1760' (1649'), then according to chart.							
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3080' (2969') Radar control required for LOC (GS out).							



STRAIGHT-IN LANDING RWY 05R					
ILS			LOC (GS out)		
DA(H) 311' (200')			MDA(H) 460' (349')		
FULL			LMM out ALS out		
A	ALS out		LMM out		ALS out
B	RVR 720m		RVR 720m		RVR 1500m
C	VIS 800m		VIS 800m		VIS 1600m
D			1200m		RVR 1800m
					VIS 2000m

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7 NOV 08 (11-2) Eff 20 Nov

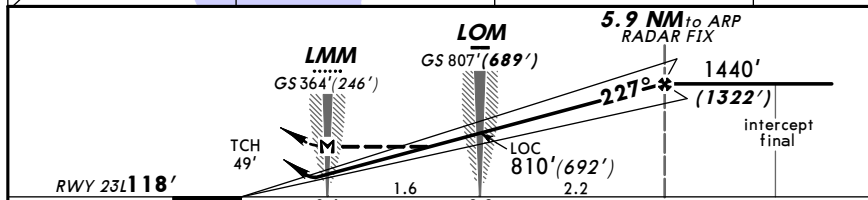
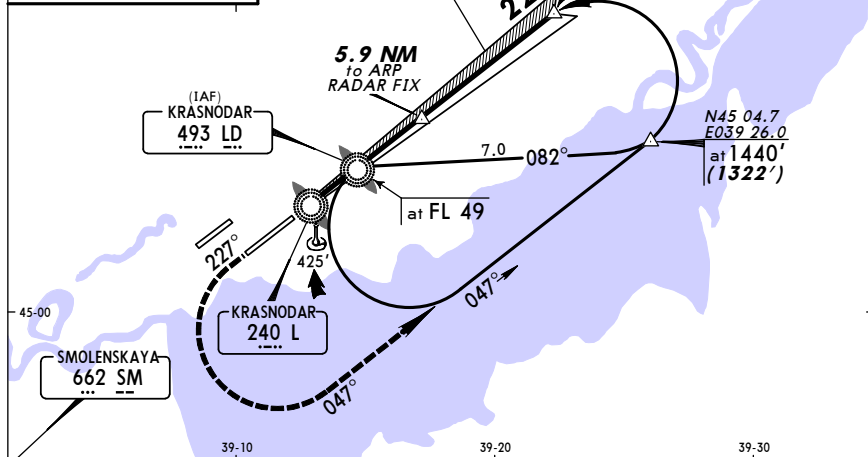
KRASNODAR, RUSSIA
ILS or LOC Rwy 23L

ATIS	KRASNODAR (0500-1900) 010°-155° ①	Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) 155°-010° ①	KRASNODAR Radar	KRASNODAR Tower	KRASNODAR Start (TWR)	Ground
121.8	129.6	129.6	127.7	121.3	118.2	118.2	119.0
LOC ILD	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev	118'		
109.5	227°	807' (689')	318' (200')	RWY	118'		

MISSED APCH: Climb on 227° to 780' (662'), then turn LEFT onto 047° climbing to 1440' (1322'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3080' (2962')
Radar control required for LOC (GS out).

ALT/HEIGHT CONVERSION	QNH	(QFE)
3080'	(2962' - 900m)	
1440'	(1322' - 400m)	
810'	(692' - 210m)	
780'	(662' - 200m)	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	780' (662')	227°	047°	1440' (1322')
ILS GS 2.67° or LOC Desc Grad	336	432	480	576	671	767					
MAP at LMM											

STRAIGHT-IN LANDING RWY 23L				STRAIGHT-IN LANDING RWY 05L			
ILS		LOC (GS out)		With FAF		W/o FAF	
DA(H) 318' (200')		MDA(H) 470' (352')		MDA(H) 550' (443')		MDA(H) 820' (713')	
FULL		ALS out		ALS out		ALS out	
A							
B							
C	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m VIS 1600m		
D		1200m			RVR 1800m VIS 2000m		

CHANGES: NDB procedure transferred to 16-3.

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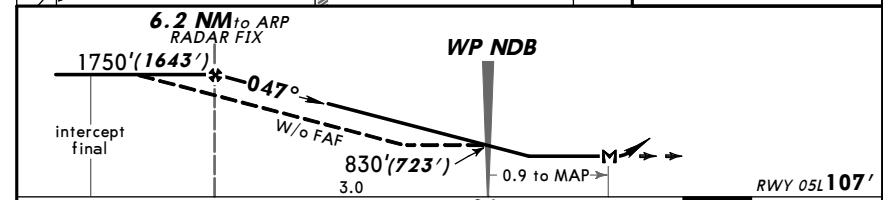
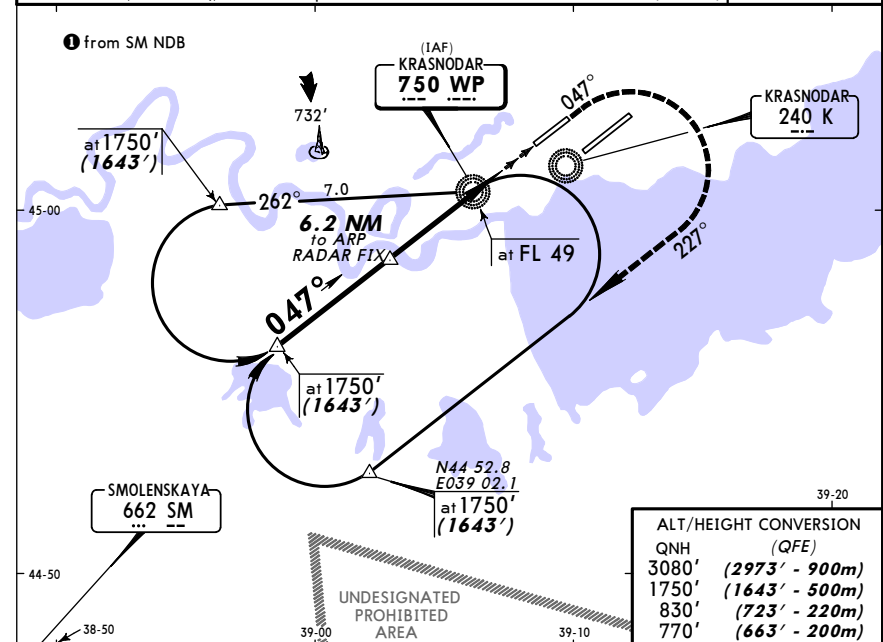
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7 NOV 08 (16-1) CAT A & B

KRASNODAR, RUSSIA
NDB Rwy 05L

ATIS	KRASNODAR (0500-1900) 010°-155° ①	Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) 155°-010° ①	KRASNODAR Radar	KRASNODAR Tower	KRASNODAR Start (TWR)	Ground
121.8	129.6	129.6	127.7	121.3	120.6	120.6	119.0
NDB WP	Final Apch Crs	Minimum Alt 6.2 NM to ARP	MDA(H) (CONDITIONAL)	Apt Elev	118'		
750	047°	1750' (1643')	550' (443')	RWY	107'		

MISSED APCH: Climb on 047° to 770' (663'), then turn RIGHT onto 227° climbing to 1750' (1643'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3080' (2973') MSA K Lctr



Gnd speed-Kts	70	90	100	120	140	160	ALS	770' (663')	047°	227°	1750' (1643')
Descent Gradient 5.2%	369	474	527	632	737	843					
NDB to MAP	0.9	0:46	0:36	0:32	0:27	0:23					

STRAIGHT-IN LANDING RWY 05L				STRAIGHT-IN LANDING RWY 23L			
With FAF		W/o FAF		With FAF		W/o FAF	
MDA(H) 550' (443')		MDA(H) 820' (713')		MDA(H) 550' (443')		MDA(H) 820' (713')	
ALS out		ALS out		ALS out		ALS out	
A							
B							
C	2200m	2200m					
D							

CHANGES: Procedure.

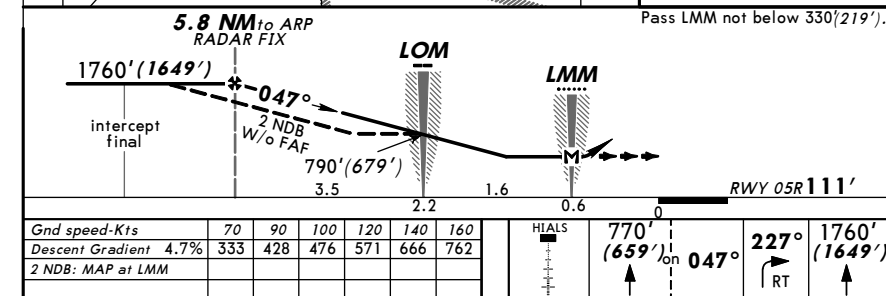
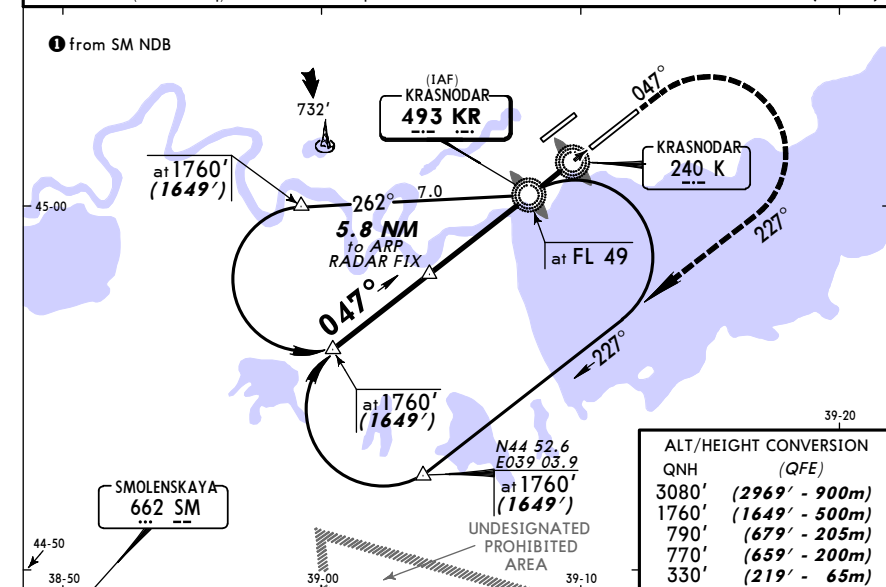
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16-2
17 NOV 08
Eff 20 Nov

KRASNODAR, RUSSIA
2 NDB Rwy 05R

ATIS	KRASNODAR (0500-1900) 010°-155° ①	Approach East (1900-0500) All Sectors	KRASNODAR (0500-1900) 155°-010° ①	KRASNODAR Radar	KRASNODAR Tower	KRASNODAR Start (TWR)	Ground
121.8	129.6	129.6	127.7	121.3	118.2	118.2	119.0
NDB KR 493	Final Apch Crs 047°	Minimum Alt 5.8 NM to ARP 1760' (1649')	MDA(H) Refer to Minimums	Apt Elev 118'	RWY 111'		
MISSED APCH: Climb on 047° to 770' (659'), then turn RIGHT onto 227° climbing to 1760' (1649'), then according to chart.							1800' 070°↗↘290° 3100'
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3080' (2969')							MSA K Lctr



STRAIGHT-IN LANDING RWY 05R					
2 NDB		KR LOM		K LMM	
With FAF MDA(H)	460' (349')	With FAF MDA(H)	480' (369')	With FAF MDA(H)	560' (449')
W/o FAF MDA(H)	810' (699')	W/o FAF MDA(H)	810' (699')	W/o FAF MDA(H)	810' (699')
ALS out		ALS out		ALS out	
A	1200m	RVR 1500m VIS 1600m	1300m	3200m	1900m
B	1200m	RVR 1500m VIS 1600m	1700m	3200m	2700m
C	1200m	RVR 1500m VIS 1600m	1700m	3200m	2700m
D	1200m	RVR 1500m VIS 1600m	1700m	3200m	2700m

CHANGES: Procedure transferred from 11-1. Minimums.

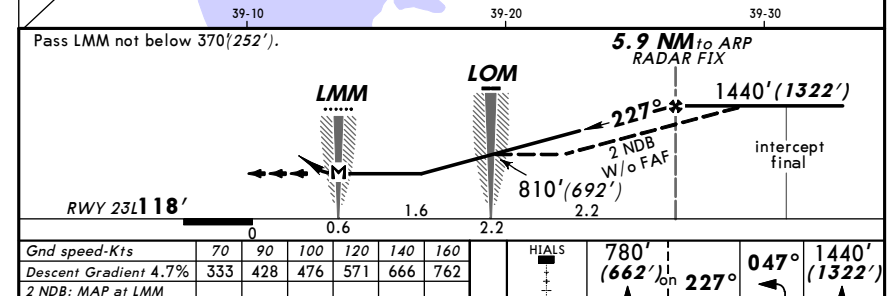
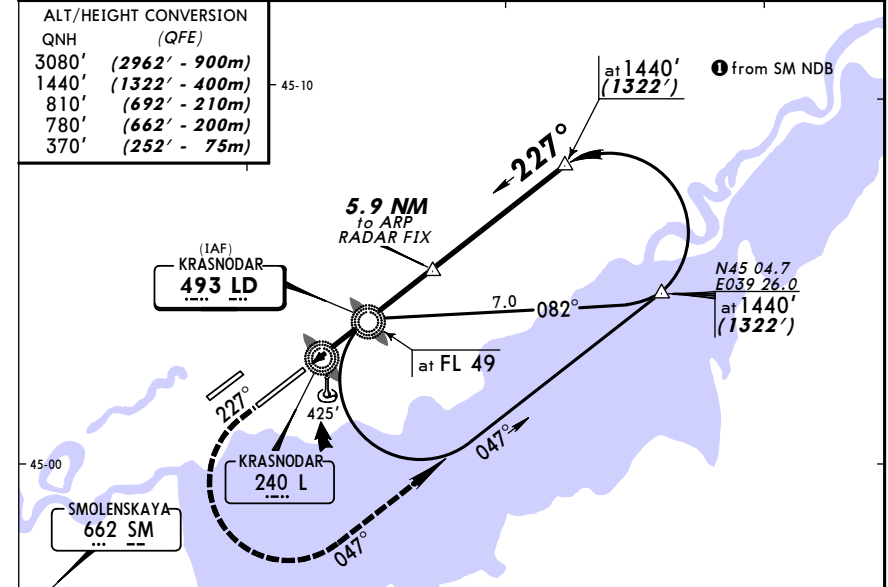
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16-3
17 NOV 08
Eff 20 Nov

KRASNODAR, RUSSIA
2 NDB Rwy 23L

ATIS	KRASNODAR (0500-1900) 010°-155° ①	Approach East (1900-0500) All Sectors	KRASNODAR (0500-1900) 155°-010° ①	KRASNODAR Radar	KRASNODAR Tower	KRASNODAR Start (TWR)	Ground
121.8	129.6	129.6	127.7	121.3	118.2	118.2	119.0
NDB LD 493	Final Apch Crs 227°	Minimum Alt 5.9 NM to ARP 1440' (1322')	MDA(H) Refer to Minimums	Apt Elev 118'	RWY 118'		
MISSED APCH: Climb on 227° to 780' (662'), then turn LEFT onto 047° climbing to 1440' (1322'), then according to chart.							1800' 070°↗↘290° 3100'
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3080' (2962')							MSA L Lctr



STRAIGHT-IN LANDING RWY 23L					
2 NDB		LD LOM		L LMM	
With FAF MDA(H)	470' (352')	With FAF MDA(H)	630' (512')	With FAF MDA(H)	630' (512')
W/o FAF MDA(H)	810' (692')	W/o FAF MDA(H)	810' (692')	W/o FAF MDA(H)	880' (762')
ALS out		ALS out		ALS out	
A	1200m	RVR 1500m VIS 1600m	1300m	3200m	1900m
B	1200m	RVR 1500m VIS 1600m	1700m	3200m	2700m
C	1200m	RVR 1500m VIS 1600m	1700m	3200m	2700m
D	1200m	RVR 1500m VIS 1600m	1700m	3200m	2700m

CHANGES: Procedure transferred from 11-2. Minimums.

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7 NOV 08
Eff 20 Nov

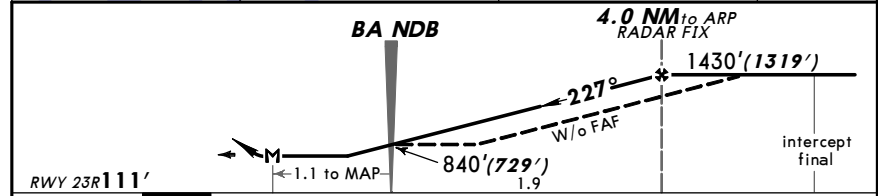
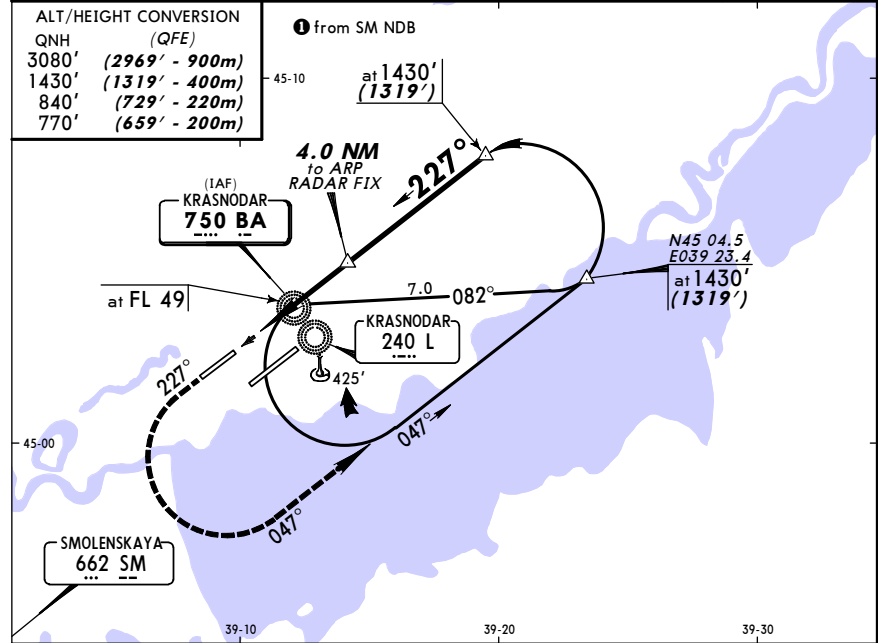
16-4
CAT A & B

KRASNODAR, RUSSIA
NDB Rwy 23R

ATIS	KRASNODAR (0500-1900) 010°-155°	Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) 155°-010°	KRASNODAR Radar	KRASNODAR Tower	KRASNODAR Start (TWR)	Ground
121.8	129.6	129.6	127.7	121.3	120.6	120.6	119.0
NDB BA 750	Final Apch Crs 227°	Minimum Alt 4.0 NM to ARP 1430' (1319')	MDA(H) (CONDITIONAL) 480' (369')	Apt Elev 118' RWY 111'			

MISSED APCH: Climb on 227° to 770' (659'), then turn LEFT onto 047° climbing to 1430' (1319'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3080' (2969') MSA L Ctr



Gnd speed-Kts	70	90	100	120	140	160	ALS	770' (659') on 227°	047° LT	1430' (1319')
Descent Gradient 5.2%	369	474	527	632	737	843				
BA NDB to MAP	1.1	0:57	0:44	0:40	0:33	0:28	0:25			

STRAIGHT-IN LANDING RWY 23R												
With FAF					W/o FAF							
MDA(H) 480'(369')					MDA(H) 810'(699')							
ALS out					ALS out							
A	RVR 1500m					RVR 1500m						
B	VIS 1600m					VIS 1600m						
C	NOT APPLICABLE											
D												